

use stationary personal computers to access information, but instead rely on Web phones, palmtop computers and similar technology that is developing at an exponential rate. Microsoft must be allowed to compete in order to survive this transition.

Although Microsoft is a large and powerful company, it faces aggressive present and future competition in every field it enters, and if it wants to maintain its present position it must compete vigorously on every front, with innovations, improved quality and lower prices. That is exactly what anti-trust policy seeks to promote.

For a court to enter into this vitally important and rapidly changing field and seek to dictate what products shall be made and sold by which firms would be a tragic mistake. For example, if a few years ago a court had ordered Microsoft not to add Internet Explorer to Windows, there would today be fewer hardware manufacturers, fewer software developers, fewer applications, and a far less developed Internet, and the world would be a poorer place.

The best solution for both the administration and the courts is to retire from the field and to allow the most dynamic company in the history of technology to continue its growth in a competitive market, free from government interference.

THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Wednesday, February 2, 2000, the Federal debt stood at \$5,702,134,559,981.88 (Five trillion, seven hundred two billion, one hundred thirty-four million, five hundred fifty-nine thousand, nine hundred eighty-one dollars and eighty-eight cents).

One year ago, February 2, 1999, the Federal debt stood at \$5,594,817,000,000 (Five trillion, five hundred ninety-four billion, eight hundred seventeen million).

Five years ago, February 2, 1995, the Federal debt stood at \$4,814,204,000,000 (Four trillion, eight hundred fourteen billion, two hundred four million).

Ten years ago, February 2, 1990, the Federal debt stood at \$2,987,306,000,000 (Two trillion, nine hundred eighty-seven billion, three hundred six million) which reflects a doubling of the debt—an increase of almost \$3 trillion—\$2,714,828,559,981.88 (Two trillion, seven hundred fourteen billion, eight hundred twenty-eight million, five hundred fifty-nine thousand, nine hundred eighty-one dollars and eighty-eight cents) during the past 10 years.

MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Mr. Williams, one of his secretaries.

EXECUTIVE MESSAGES REFERRED

As in executive session the Presiding Officer laid before the Senate messages

from the President of the United States submitting a treaty and sundry nominations which were referred to the appropriate committees.

(The nominations received today are printed at the end of the Senate proceedings.)

MESSAGE FROM THE HOUSE

At 10:52 a.m., a message from the House of Representatives, delivered by Ms. Niland, one of its reading clerks, announced that the House has passed the following bill, in which it requests the concurrence of the Senate:

H.R. 2005. An act to establish a statute of repose for durable goods used in a trade of business.

MEASURES REFERRED

The following bill was read the first and second times by unanimous consent and referred as indicated:

H.R. 2005. An act to establish a statute of repose for durable goods used in a trade of business; to the Committee on Commerce, Science, and Transportation.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, which were referred as indicated:

EC-7299. A communication from the Program Analyst, Office of the Chief Counsel, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Fokker Model F27 Mark 050 Series Airplanes; Request for Comments; Docket No. 99-NM-317" (RIN2120-AA64) (1999-0517), received December 16, 1999; to the Committee on Commerce, Science, and Transportation.

EC-7300. A communication from the Program Analyst, Office of the Chief Counsel, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Fokker Model F27 Mark 050 Series Airplanes; Request for Comments; Docket No. 99-NM-236 (1-6/1-10)" (RIN2120-AA64) (2000-0015), received January 10, 2000; to the Committee on Commerce, Science, and Transportation.

EC-7301. A communication from the Program Analyst, Office of the Chief Counsel, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Fokker Model F27 Mark 050 Series; Request for Comments; Docket No. 99-NM-235 (12-29/1-3)" (RIN2120-AA64) (1999-0545), received January 3, 2000; to the Committee on Commerce, Science, and Transportation.

EC-7302. A communication from the Program Analyst, Office of the Chief Counsel, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Fokker Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 Series Airplanes and Model F27 Mark 050 Series Airplanes; Docket No. 99-NM-153 (11-22/11-29)" (RIN2120-AA64) (1999-0477), received November 29, 1999; to the Committee on Commerce, Science, and Transportation.

EC-7303. A communication from the Program Analyst, Office of the Chief Counsel, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Fokker Model F27 Mark 050 Series; Request for Comments; Docket No. 99-NM-316 (11-19/11-22)" (RIN2120-AA64) (1999-0457), received November 22, 1999; to the Committee on Commerce, Science, and Transportation.

EC-7304. A communication from the Program Analyst, Office of the Chief Counsel, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Fokker Model F27 Mark 050 Series; Request for Comments; Docket No. 99-NM-318 (1-49/1-20)" (RIN2120-AA64) (2000-0031), received January 24, 2000; to the Committee on Commerce, Science, and Transportation.

EC-7305. A communication from the Program Analyst, Office of the Chief Counsel, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; General Electric Company Series Reciprocating Engines; Docket No. 95-ANE-39 (11-29/12-2)" (RIN2120-AA64) (1999-0501), received December 3, 1999; to the Committee on Commerce, Science, and Transportation.

EC-7306. A communication from the Program Analyst, Office of the Chief Counsel, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; General Electric Company Aircraft Engines CF34 Series Turbofan Engines; Request for Comments; Docket No. 98-ANE-19 (11-19/11-29)" (RIN2120-AA64) (1999-0481), received November 29, 1999; to the Committee on Commerce, Science, and Transportation.

EC-7307. A communication from the Program Analyst, Office of the Chief Counsel, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; General Electric Company GE90 Series Turbofan Engines; Request for Comments; Docket No. 99-NE-62 (1-6/1-10)" (RIN2120-AA64) (2000-0013), received January 10, 2000; to the Committee on Commerce, Science, and Transportation.

EC-7308. A communication from the Program Analyst, Office of the Chief Counsel, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; General Electric Company CF6-80E1A2 Series Turbofan Engines; Request for Comments; Docket No. 99-E-52" (RIN2120-AA64) (1999-0487), received November 29, 1999; to the Committee on Commerce, Science, and Transportation.

EC-7309. A communication from the Program Analyst, Office of the Chief Counsel, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Cessna Aircraft Company Model 182S Airplanes; Docket No. 98-CE-125" (RIN2120-AA64) (2000-0044), received January 27, 2000; to the Committee on Commerce, Science, and Transportation.

EC-7310. A communication from the Program Analyst, Office of the Chief Counsel, Federal Aviation Administration, Department of Transportation, transmitting, pursuant to law, the report of a rule entitled "Airworthiness Directives; Cessna Aircraft Company 300 and 400 Series Airplanes; Request for Comments; Docket No. 97-CE-67" (RIN2120-AA64) (2000-0030), received January 24, 2000; to the Committee on Commerce, Science, and Transportation.